

# REPORT / RECOMMENDATION



**To:** MAYOR AND COUNCIL

**Agenda Item #:** IV. L.

**From:** Wayne D. Houle, PE, Director of Engineering

**Action** ☒

**Discussion** ☐

**Date:** September 3, 2013

**Information** ☐

**Subject:** Authorize Removal Of Existing Parking Bay at 421 Blake Road

## Action Requested:

Staff is recommending removal of the parking bay in conjunction with the Mendelssohn A Neighborhood Roadway Improvement Project.

## Information / Background:

At the August 20, 2013, City Council meeting, Mr. Steven Ward of 421 Blake Road, spoke about his existing parking bay located in the City's right-of-way. The parking bay is located on the Maloney Avenue side of his property. Per City Code 1046, staff informed Mr. Ward that parking bays located within the right-of-way are removed during neighborhood reconstruction projects. Mr. Ward's property is within the Mendelssohn A Neighborhood Roadway Improvement Project that is currently being constructed. Mr. Ward feels the existing parking bay should left be in place. Adjacent to Mr. Ward's parking bay is a 30-ft wide driveway apron and driveway pavement leading to a three car garage. Staff in recommending removal of the parking bay in conjunction with the Mendelssohn A Neighborhood Roadway Improvement Project.

## Attachments:

June 28, 1999 Residential Parking-Bay Study  
July 6, 1999 City Council Meeting Minutes  
Photo of Parking Bay at 421 Blake Avenue

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## **PARKING-BAY STUDY**

### **ENGINEERING DEPARTMENT**

### **CITY OF EDINA**

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#### **Residential Parking-Bay Study**

**June 28, 1999**

#### **PURPOSE:**

The recent public hearing process for street reclamation of Brookside Heights Neighborhood revealed three existing parking-bays. City Code currently prohibits parking within 15 feet of the traveled portion of roadways. As City streets are revitalized, esthetic value of these street-scapes becomes an important issue to the City. This report will focus on existing parking-bays and parking adjacent to City and County streets and how to manage these issues.

#### **EXISTING BAYS:**

The following photos (1-5) and aerials indicate existing parking bays in single family residential (R1) neighborhoods.



**Photo 1:**

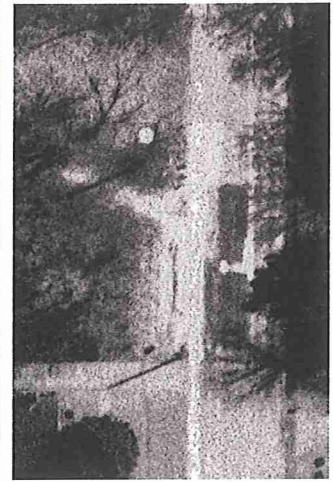
**Bedford Avenue**



**Photo 2:**

**Bedford Avenue**





**Photo 3:** Benton Avenue:

**Aerial Photo**



**Photo 4:**

**Kellogg Avenue**



**Photo 5:**

**Bedford Avenue**

Parking bays located in the R-1 zoned areas or single family detached areas are actual parking bays. The photos depict different stages of these parking bays. The parking bays tend to be located on streets that do not have concrete curb and gutter, so over time vehicles have encroached beyond the paved street. Some parking bays contain worn grass, and gravel; while others are landscaped and paved. All of the parking bays are located within City right-of-way. These streets typically carry less than 500 vehicles per day. As you can see from Photo 2 this resident typically double parks vehicles at this location.

The following photos (6-16) indicate existing parking bays in multi-family residential (R2) neighborhoods.



**Photo 6:**

**France Avenue**



**Photo 7:**

**France Avenue**





**Photo 8:**

**France Avenue**



**Photo 9:**

**France Avenue**



**Photo 10:**

**France Avenue**



**Photo 11:** Valley View Road



**Photo 12:** Valley View Road



**Photo 13:** Valley View Road



**Photo 14:** Valley View Road



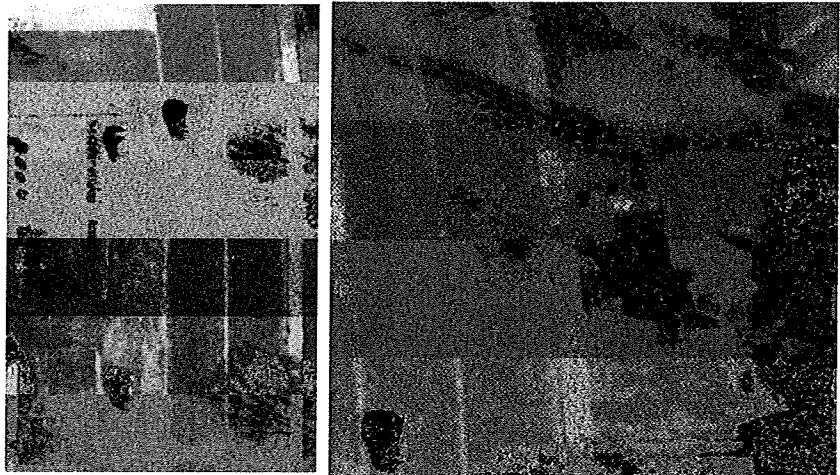
**Photo 15:** Valley View Road



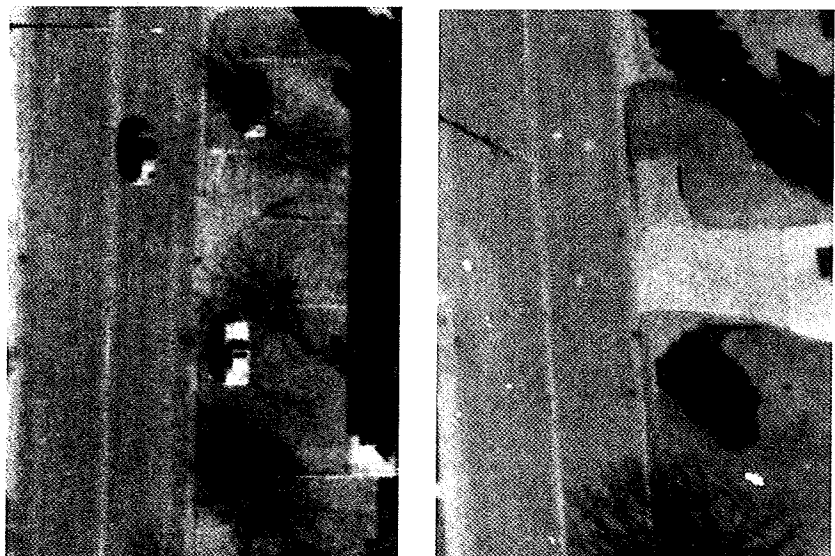
**Photo 16:** Valley View Road



Parking bays located in the R-2 zoned areas or low density multi-family are actually paved areas for vehicles to reorient themselves prior to entering the roadway. Turnaround areas such as these are important for the safety of vehicles entering high volume roadways. These multi-family units are typically located on streets that carry over 9000 vehicles per day.. Both Valley View Road and France Avenue have concrete curb and gutter, therefore access to the paved areas is via driveways. The following aerial photos show the same turnaround areas as photos 6-16. As you can see in the photos and aerial photos residents have a tendency to use these paved areas as parking areas. The paved turnaround areas are within City right-of-way.



**Valley View Road**



**France Avenue**



**RECOMMENDATIONS:** Currently City code prohibits off-street parking of vehicles from being located within 15 feet of the traveled portion of a roadway. Staff recommends maintaining existing City Code as is. This means enforcing City Code both when reconstructing a roadway and through ordinance enforcement. All parking bays located along residential streets that do not provide a public service will be eliminated when roadways are reconstructed. Public service bays such as around schools or other public facilities will remain. Paved turnaround areas shall be removed from City and County right-of-way during the reconstruction of these roadways. The paved turnaround areas may be located on private property to provide a safe environment for those residents.

Minutes/Edina City Council/July 6, 1999

RELATING TO PARKING RESTRICTIONS ON  
S.A.P. 120-152-11 FROM BENTON AVENUE TO COUNTRYSIDE ROAD  
IN THE CITY OF EDINA, MINNESOTA

THIS RESOLUTION, passed this 6<sup>th</sup> day of July, 1999, by the City of Edina in Hennepin County, Minnesota. The Municipal corporation shall hereinafter be called the "City" WITNESSETH:

WHEREAS, the "City" has planned the improvement of MSAS 152, Tracy Avenue from Benton Avenue to Countryside Road.

WHEREAS, the "City" will be expending Municipal Street Aid funds on the improvement of this Street, and

WHEREAS, this improvement does not provide adequate width for parking on both sides of the street; and approval of the proposed construction as a Municipal State Aid Street project must therefore be conditioned upon certain parking restrictions;

NOW, THEREFORE, IT IS THEREBY RESOLVED, that the "City" shall ban the parking of motor vehicles on the west side of MSAS 152, Tracy Avenue from Benton Avenue to Countryside Road, at all times, except for parking bay.

Dated this 6<sup>th</sup> day of July, 1999.

Motion carried on rollcall vote - four ayes.

\*RESOLUTION AUTHORIZING MANAGER TO EXECUTE ASSURED CARE PROVIDER CONTRACT WITH HENNEPIN COUNTY FOR 1999 - 2000 Member Kelly introduced the following resolution seconded by Member Hovland:

RESOLUTION

AUTHORIZING ASSURED CARE PROVIDER  
CONTRACT NO. A10219 WITH HENNEPIN  
COUNTY 1999 - 2000

WHEREAS, Hennepin County, on behalf of the City of Edina Fire Department wishes to include the Edina Fire Department Ambulance as a member of the Hennepin County Assured Care Provider Network; and

WHEREAS, the Edina Fire Department wishes to provide services to participants in the Hennepin County Assured Care program.

NOW, THEREFORE BE IT RESOLVED, by the Edina City Council, that the City Manager is hereby authorized and directed to execute Hennepin County Contract No. A10219 on behalf of the City of Edina Fire Department.

Adopted this 6<sup>th</sup> day of July, 1999.

Motion carried on rollcall vote - four ayes.

\*INFLOW/INFILTRATION SUMP PUMP INSPECTION PROGRAM LETTER AUTHORIZED FOR DISTRIBUTION Motion made by Member Kelly and seconded by Member Hovland authorizing distribution of a Inflow/Infiltration Sump Pump Inspection Program Letter to property owners who have failed inspections and not corrected the problem to the best of staff's knowledge.

Motion carried on rollcall vote - four ayes.

RESIDENTIAL PARKING BAY REVIEW REPORTED Assistant Engineer Houle reported the review occurred since there are many street improvement underway on residential street

where some homeowners have carved out or paved over City boulevards to create additional parking space. After reviewing the issue with the Planning and Police Departments and the City Manager, the Engineering Department recommends the unapproved bays be removed whenever a new street project occurs, as a matter of policy. Staff believes this will reduce the use of public boulevards as "parking lots." The City Code that exists is a good community policy. Another reason to eliminate unapproved paved parking surfaces, is the additional run-off of stormwater. The more run-off per lot that occurs, the greater the flooding risk is in low areas.

Resident comment

Joe Blair, 5137 Bedford, submitted a letter in April regarding his parking bay that has been in place since 1976. Upon speaking to the Planning Department a few years ago, he was told while it is not legal, they understood the problem with no place to park all their vehicles. He pointed out other areas in the City where vehicle parking is not complying with the Code. He asked for consideration with his parking problem.

Member Kelly made a motion adopting staff's recommendation to continue current Code requirements which prohibits parking within fifteen feet of traveled portion of roadway in single family or double residential zones. Member Faust seconded the motion.

Ayes: Faust, Hovland, Kelly, Maetzold

Motion carried.

APPROVAL GRANTED TO DRAFT OF PROPOSED COMMUNITY SURVEY Assistant Manager Anderson presented a draft of the community survey that Decision Resources prepared for the City. The survey consists of 110 questions that will assess the opinions of City of Edina residents in four areas:

QUALITY OF LIFE: How satisfied are residents with their lives in Edina? What are the needs of the community? What services and facilities serve the community well? Are there any priorities for specific services or facilities? Should any services or facilities be terminated?

FUTURE SCENARIOS: What should the community be like in the year 2010? What trade-offs are residents willing to accept to achieve these ends? What are the challenges and barriers toward these goals?

CHANGING CITY DEMOGRAPHICS: Does the current population profile suggest policy changes for the long run? Among newer residents, what characteristics attracted them to the City? What are the major community values the older residents want to maintain in the future?

PARK/PUBLIC FACILITY OPTIONS: Awareness of park facilities - Rating of park facility options within the City - are there any park facilities missing? Would the community favor construction of a community center? Would the community center be supported if property taxes were increased to pay for operation and construction.





Parking Bay and Driveway at 421 Blake Road